

BookletChart™

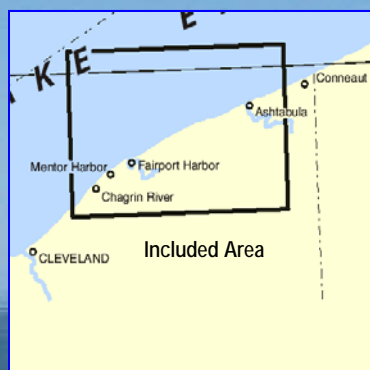
Ashtabula to Chagrin River

NOAA Chart 14825

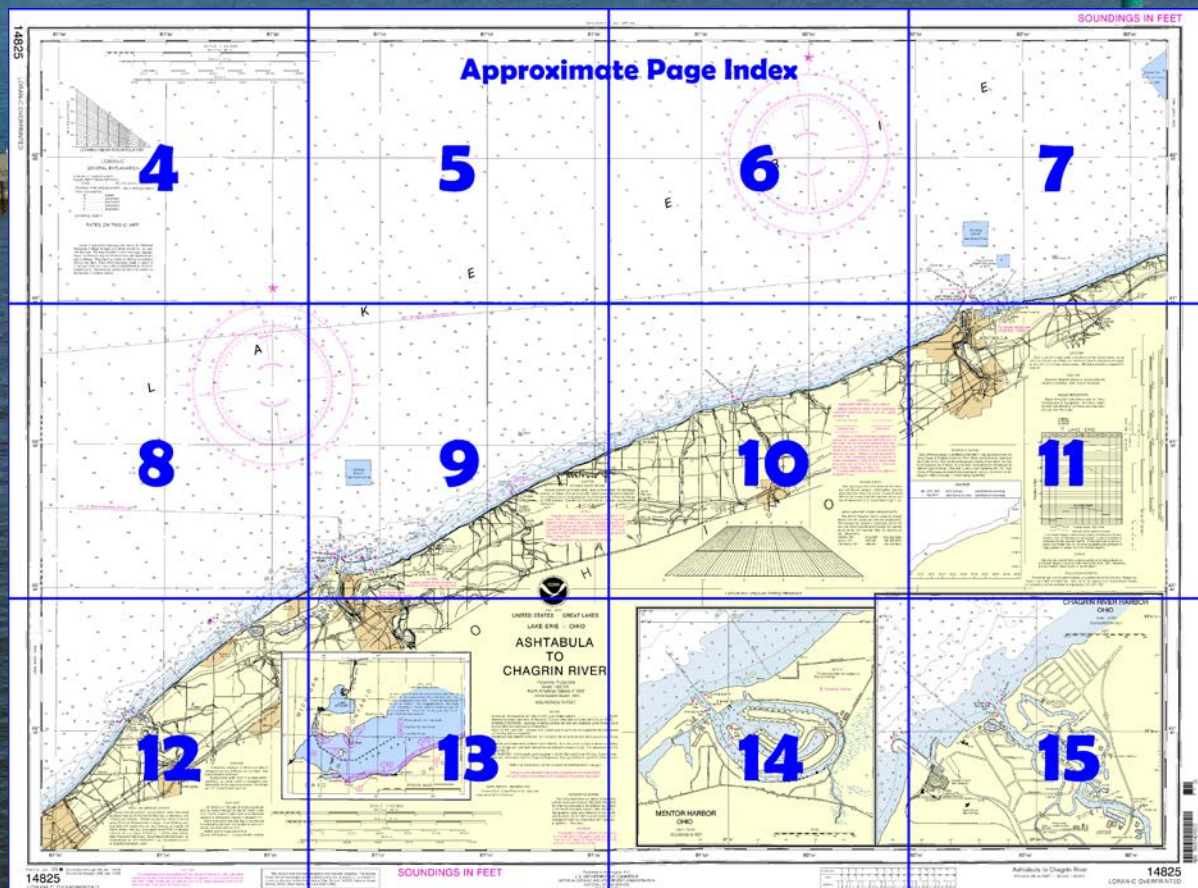


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14825>.



(Selected Excerpts from Coast Pilot)

From Conneaut to Ashtabula, 13.5 miles southwest, there is deep water about 0.8 mile offshore. The shore is a series of low wooded hills with interspersed communities.

Two wrecks, covered 35 feet, are 1.5 miles offshore about 3.9 miles east-northeast of the entrance to Ashtabula Harbor.

Ashtabula Harbor is about 119 miles southwest of Buffalo and about 59 miles northeast of Cleveland. It comprises an

outer harbor, the navigable portion of the **Ashtabula River** for about 2 miles above the mouth, and two large slips opening directly into the lake under the protection of the breakwaters.

The major commodities handled at the port are limestone, iron and other ores, coal and other dry bulk commodities, pig iron, iron products, raw rubber, and general cargo in the domestic trade.

Two unmarked **dumping grounds**, with least reported depths of 35 feet, are 2.4 miles N and 2 miles northeast of the harbor entrance.

Prominent features.—The lighted stacks 1.5 miles southeast and 1.8 miles east-southeast of the harbor entrance are conspicuous. The silos on the west side of the river mouth are also prominent.

Channels.—The harbor is entered from Lake Erie through a dredged entrance channel that leads between converging breakwaters to an outer harbor where the channel divides into east and west channels with a central turning basin. The west channel leads to the mouths of the Ashtabula River and Pinney Minnesota Slip, and continues upstream in the river for 2 miles; a turning basin is 0.3 mile below the head of the project. The east channel leads southeast to a basin off the entrance of two large slips. Lights mark the outer ends of the breakwaters and Ashtabula Light is on the west breakwater. A detached breakwater, just south of the turning basin, is mark by a light on the west end. In 2011, shoaling to 25 feet was reported in the entrance channel just off the outer end of the west breakwater in 41°55'14"N., 80°47'40"W.

The Federal project depths are 29 feet in the approach channel from deep water in the lake to the outer harbor, thence 27 to 28 feet in the west channel to the mouth of Ashtabula River and Pinney Minnesota Slip, thence 27 feet for the first 0.4 mile in the river channel, thence 18 feet to about 1 mile above the mouth of the river, thence 16 feet to the head of the project. The east channel has a project depth of 28 feet and 22 feet for the turning basin.

Anchorage.—Deep-draft vessels normally anchor about 2 miles east-northeast or west of the breakwater entrance in 35 to 45 feet, sand and mud bottom.

Bridges.—An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile north of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The CSX Transportation Railroad bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the north side of the bridge has a clearance of 131 feet. (See **33 CFR 117.1 through 117.59 and 117.847**, chapter 2, for drawbridge regulations.)

Tugs to 1,400 hp are available at Ashtabula. Arrangements for tugs are made through the Great Lakes Towing Co. dispatcher in Cleveland at 800-321-3663 or on VHF-FM channels 16, 10, 12, and 18A via remote antenna. The tugs' VHF-FM channels include 16, 6, 12, 14, and 18A. At least 6 hours advance notice is requested.

A **speed limit** of 6 mph is enforced in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots). (See **33 CFR 162.160 and 207.570**, chapter 2, for regulations.)

Local harbor regulations are established by the City Council and enforced by the **harbormaster**, who may be reached at the Port Authority Office. The harbormaster controls vessel movement and berthage in the harbor. Local regulations specify a **speed limit** of 6 mph (5.2 knots) in the harbor for vessels over 100 feet long. Copies of the regulations may be obtained from Port Authority Office, 529 Prospect Road, Ashtabula, OH 44004.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

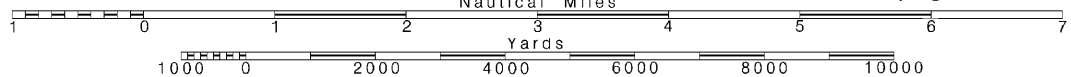
These volumes are available online at <http://www.navcen.uscg.gov>



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

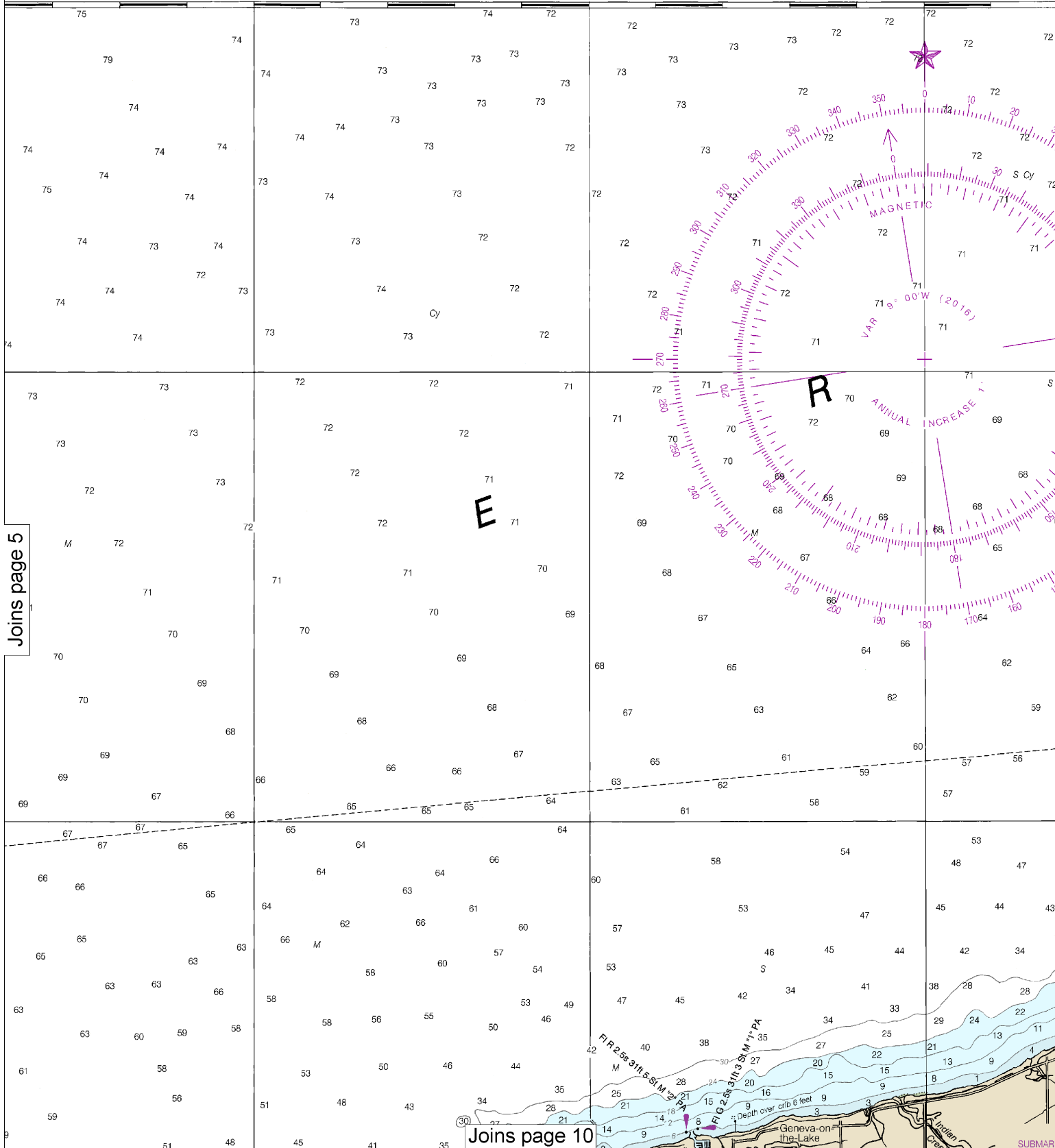


5

81°05'

81°00'

80°55'



Joins page 5

E

R

Joins page 10

SUBMARI

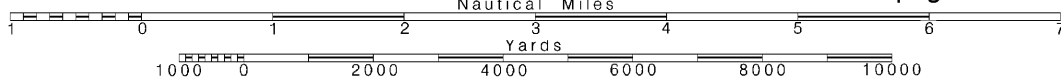
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Note: Chart grid lines are aligned with true north.

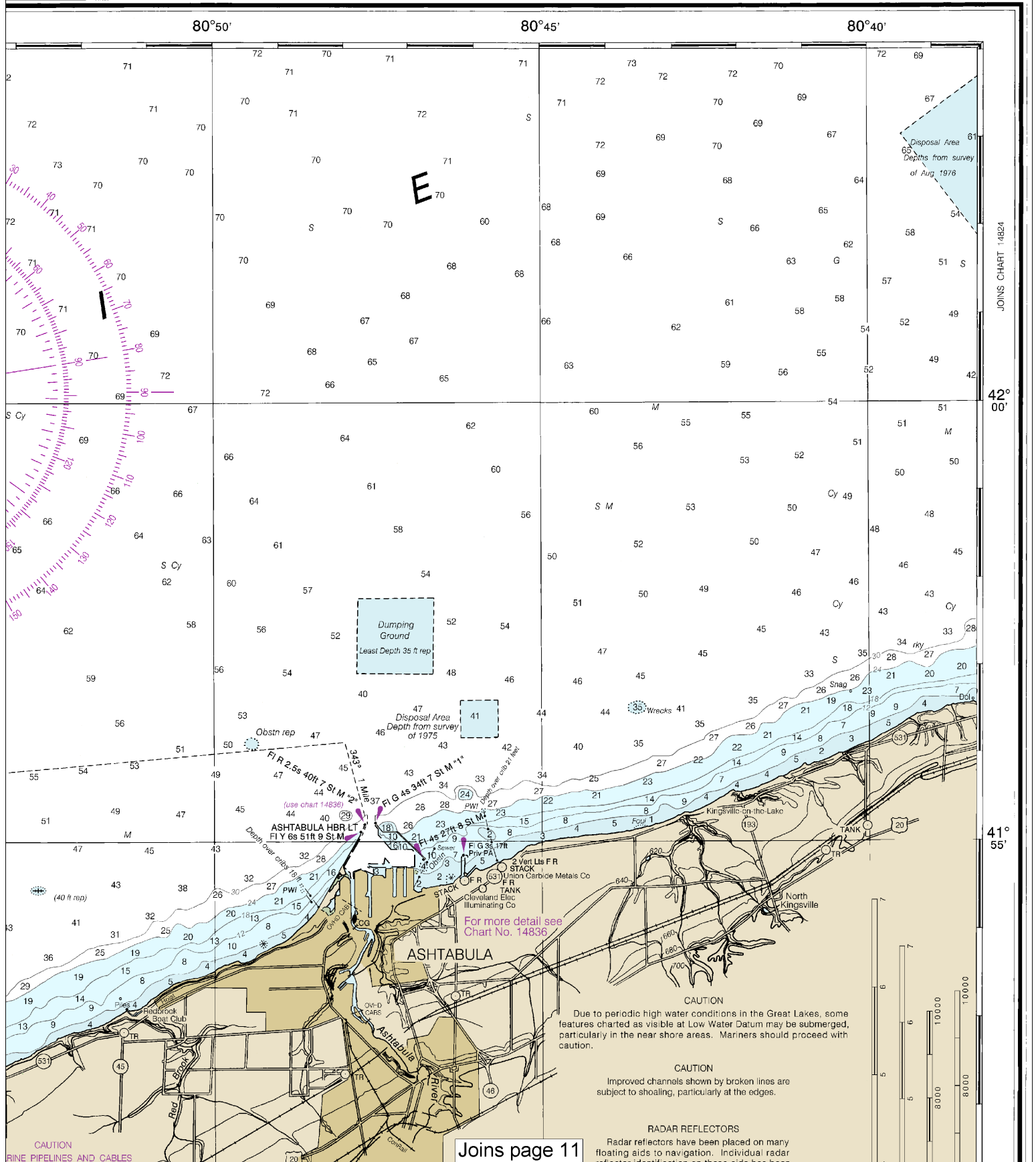
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SCALE 1:80,000
Nautical Miles

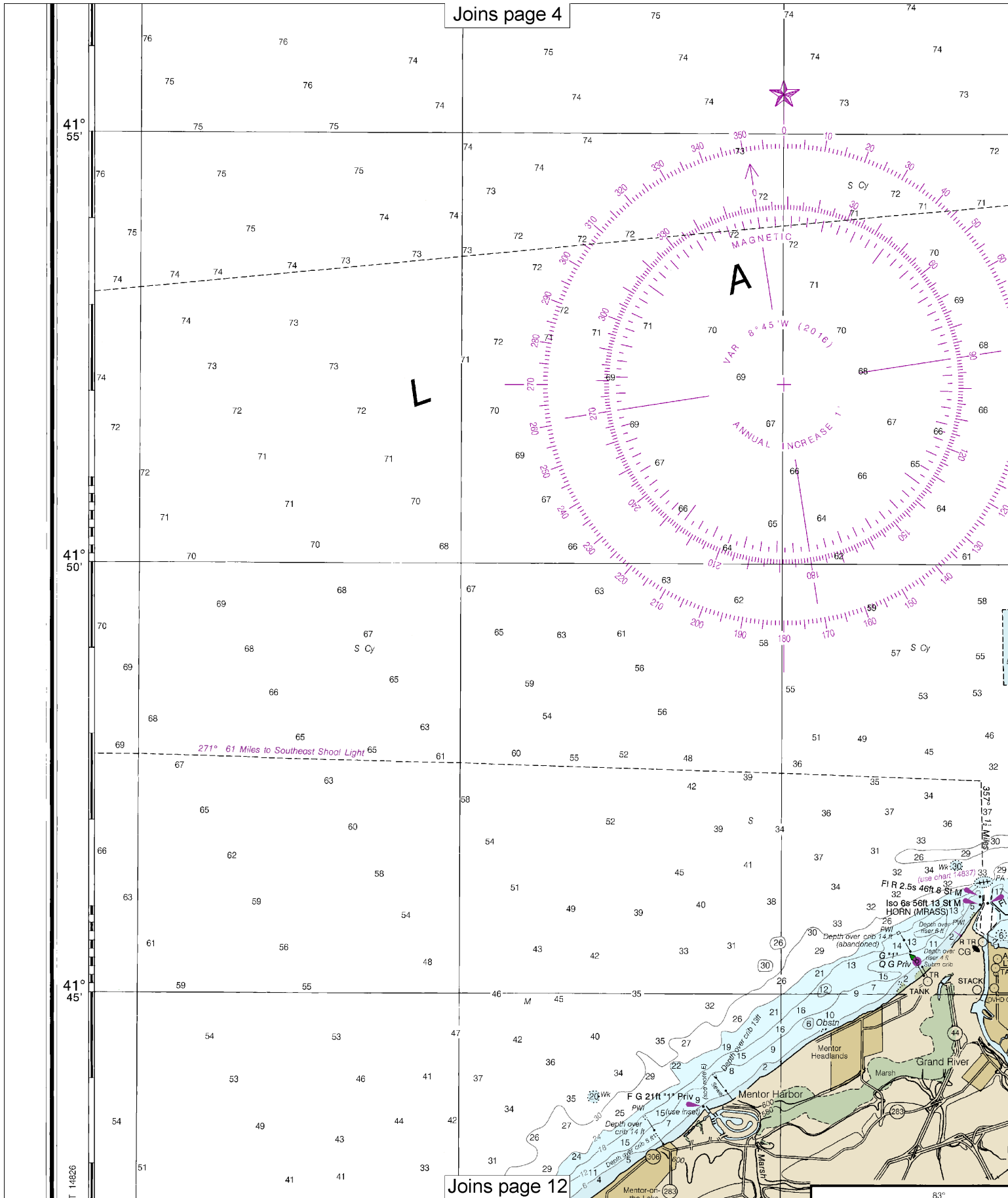
See Note on page 5.



SOUNDINGS IN FEET



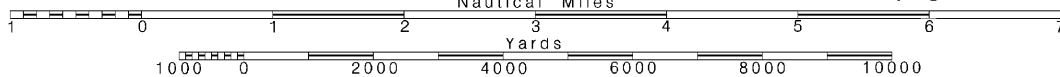
25th Ed., Jan. 2006. Last Correction: 11/21/2016. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)



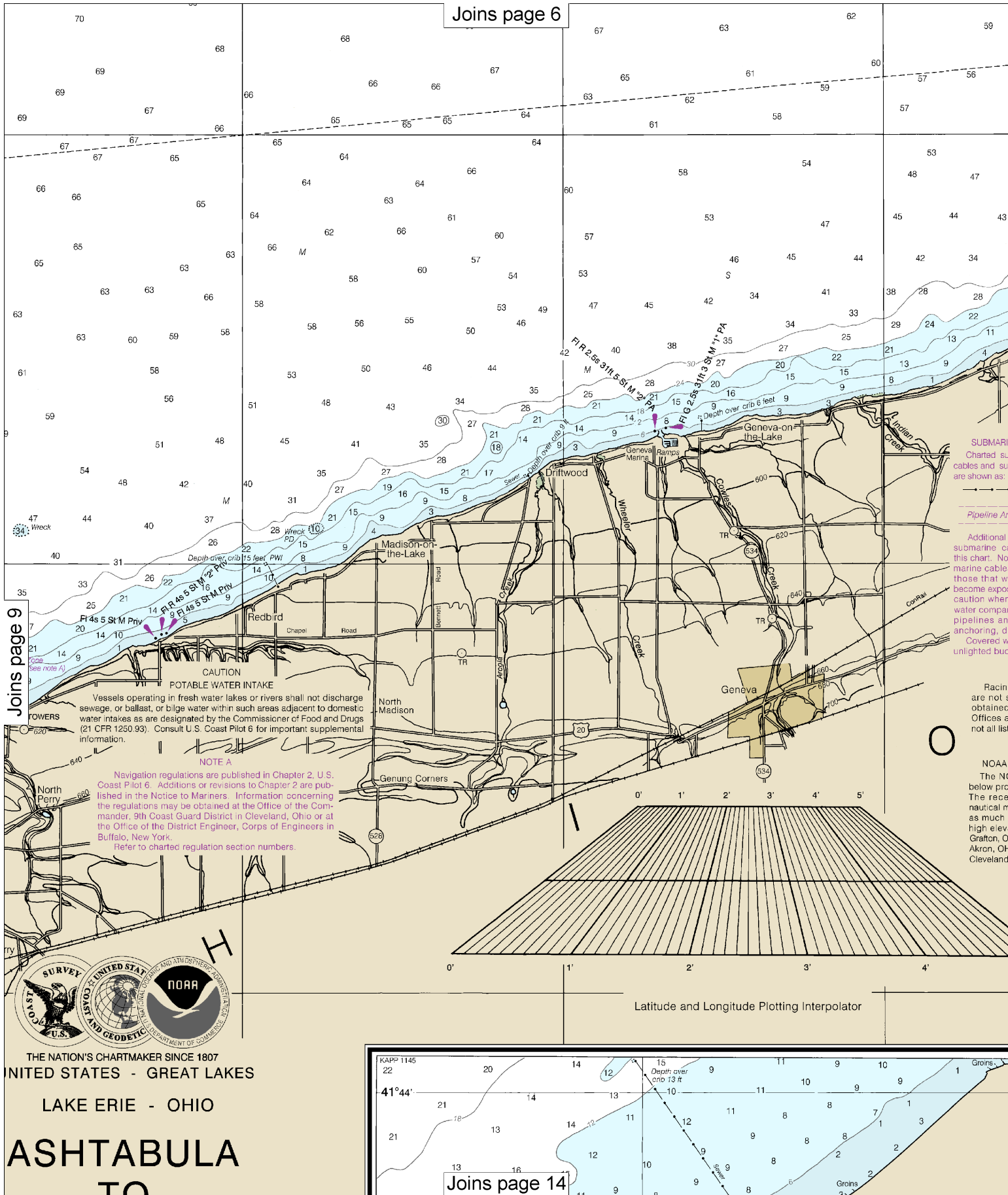
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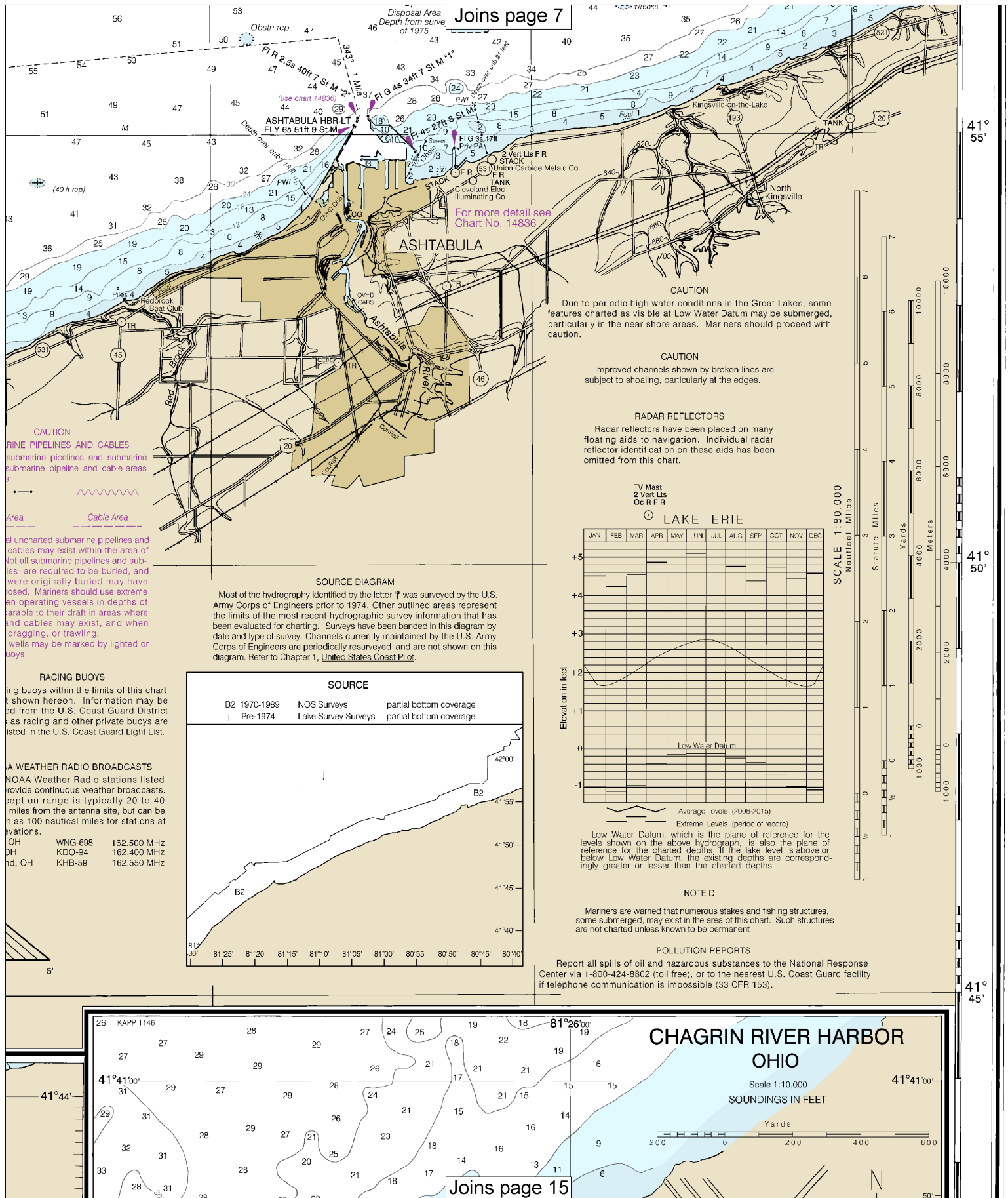
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.

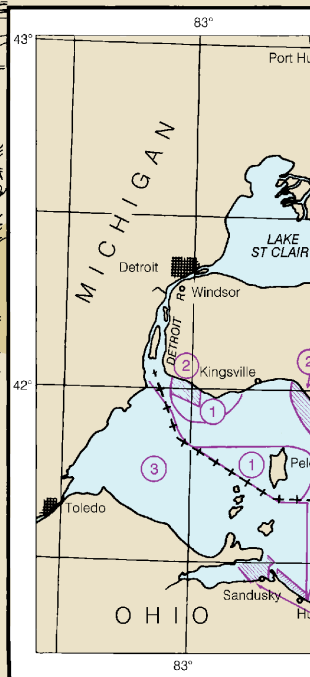
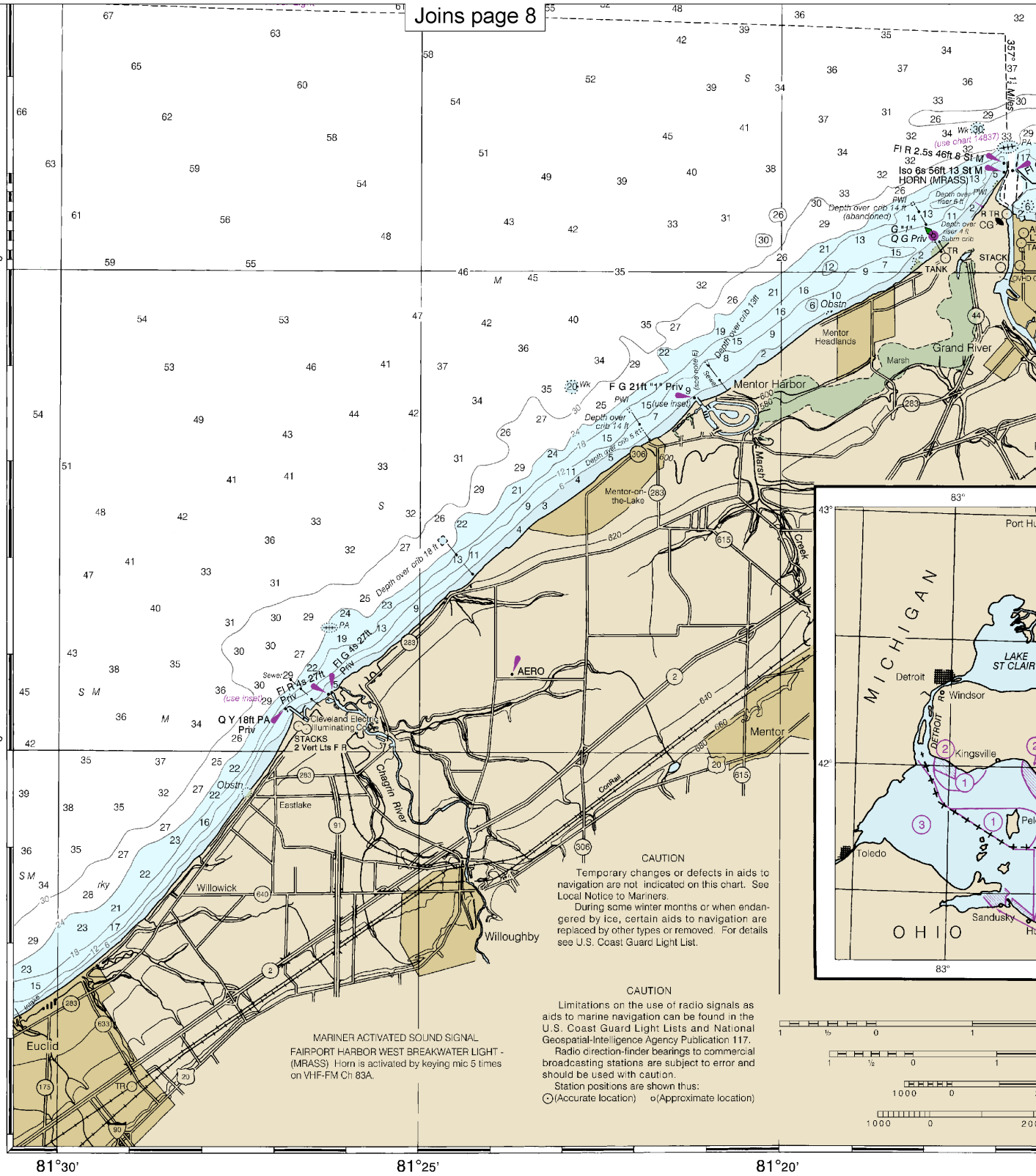




41° 45'

JOINS CHART 14826

41° 40'



14825

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

25th Ed., Jan. 2006. Last Correction: 11/21/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

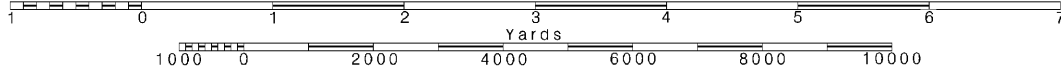
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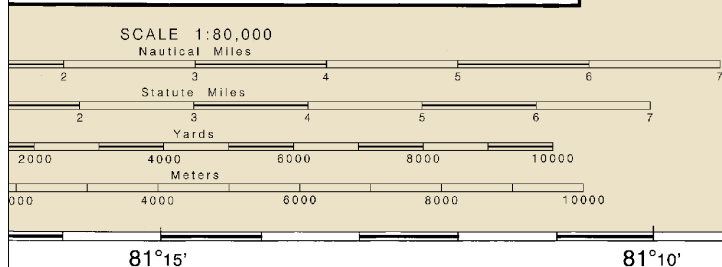
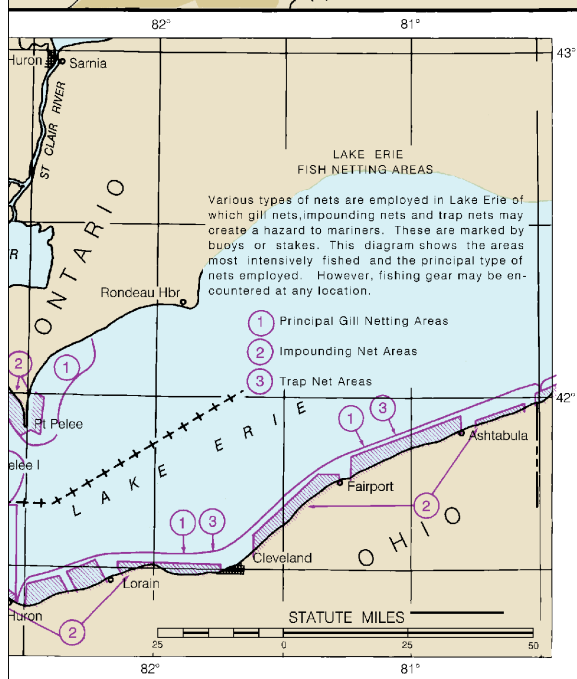
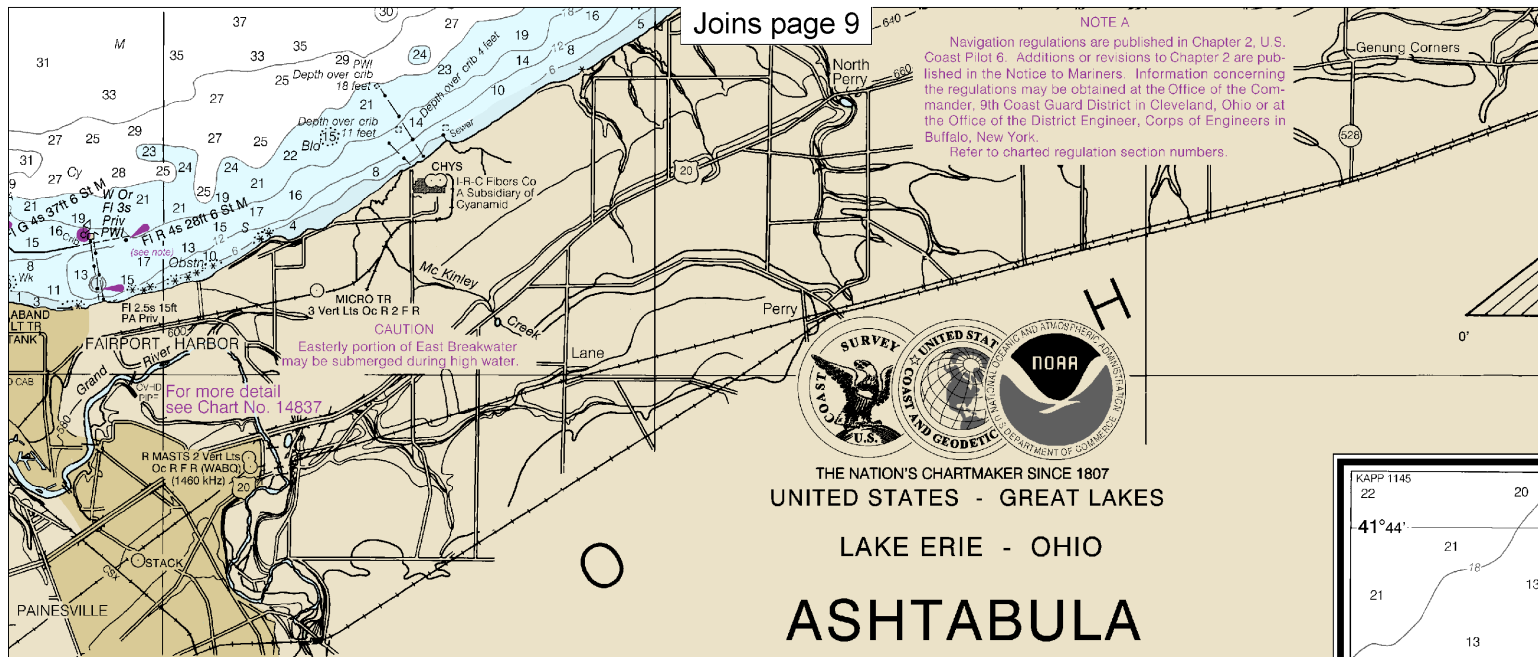
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

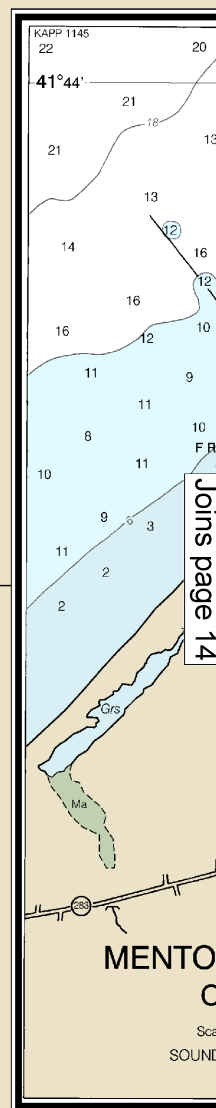
Additional information can be obtained at nauticalcharts.noaa.gov.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.329' northward and 0.411' eastward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

Refer to charted regulation section numbers.

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Cleveland



THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ASHTABULA TO HAGRIN RIVER

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

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 Consult U.S. Coast Guard Light List for supplemental information
 on lighted buoys.
 VARIATIONS. For complete list of symbols and abbreviations see Chart
 No. 1.
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Additional information can be obtained at nauticalcharts.noaa.gov.

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FORMATION

pt 6 for important

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WARNING

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MENTOR HARBOR
OHIO

Scale 1:10,000
SOUNDINGS IN FEET

NOTE E
The entrance channel is subject to frequent change.

Ⓟ Pump-out facilities

Joins page 13

81°05'

81°00'

80°55'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

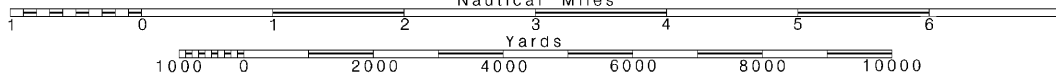
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.



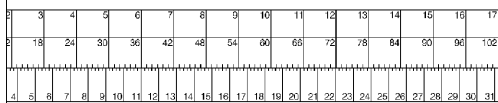
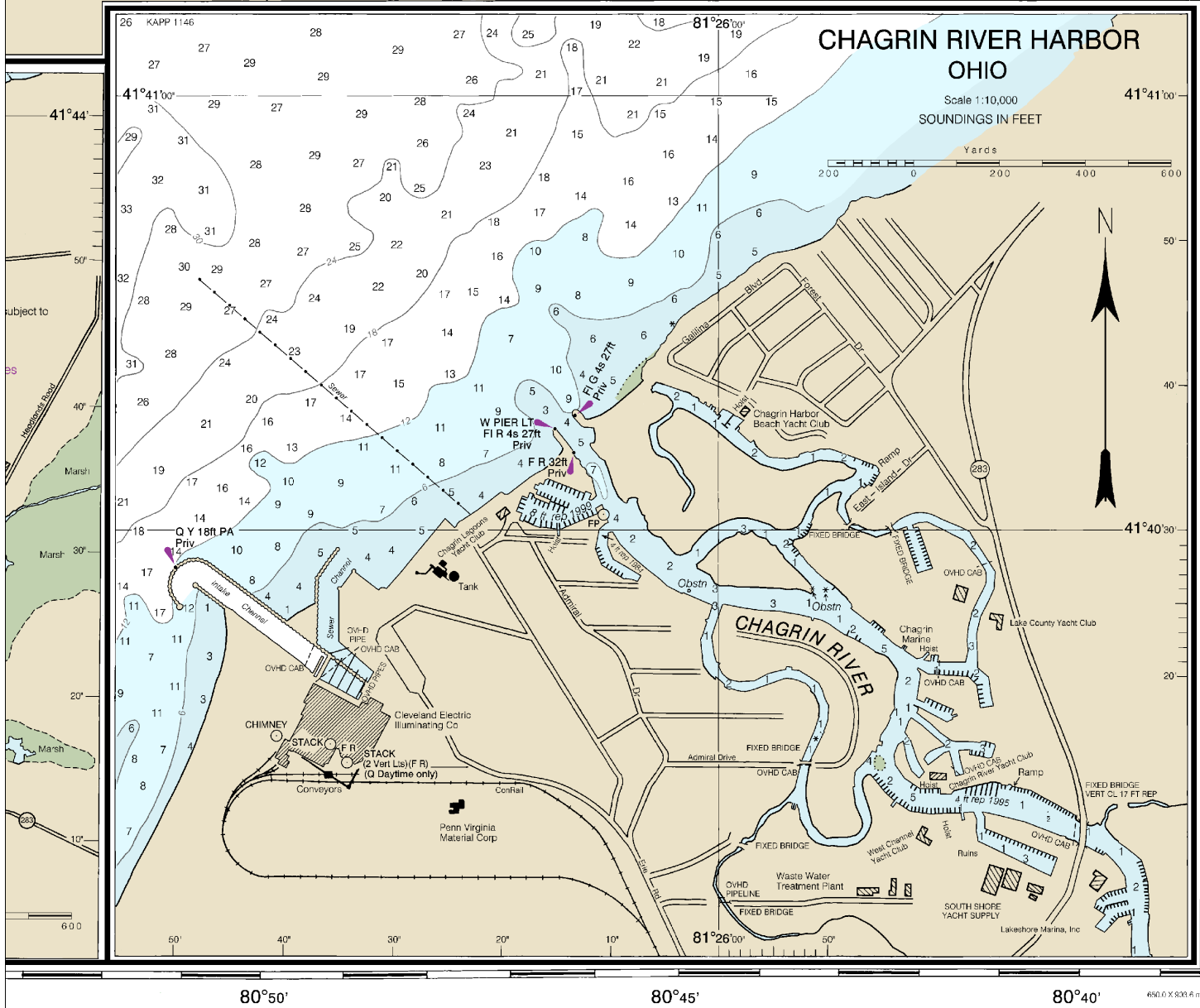
WEATHER RADIO BROADCASTS
 NOAA Weather Radio stations listed provide continuous weather broadcasts. Reception range is typically 20 to 40 miles from the antenna site, but can be as high as 100 nautical miles for stations at elevations.

OH	WNG-698	162.500 MHz
OH	KDO-94	162.400 MHz
OH	KHB-59	162.550 MHz

Joins page 11

NOTE D
 Mariners are warned that numerous stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

POLLUTION REPORTS
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



Ashtabula to Chagrin River
 SOUNDINGS IN FEET - SCALE 1:80,000

14825



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.